

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2014 Hertford County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets¹" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Peanut Belt RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local

¹ For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>

governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act² (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

2.2 Problem Statements

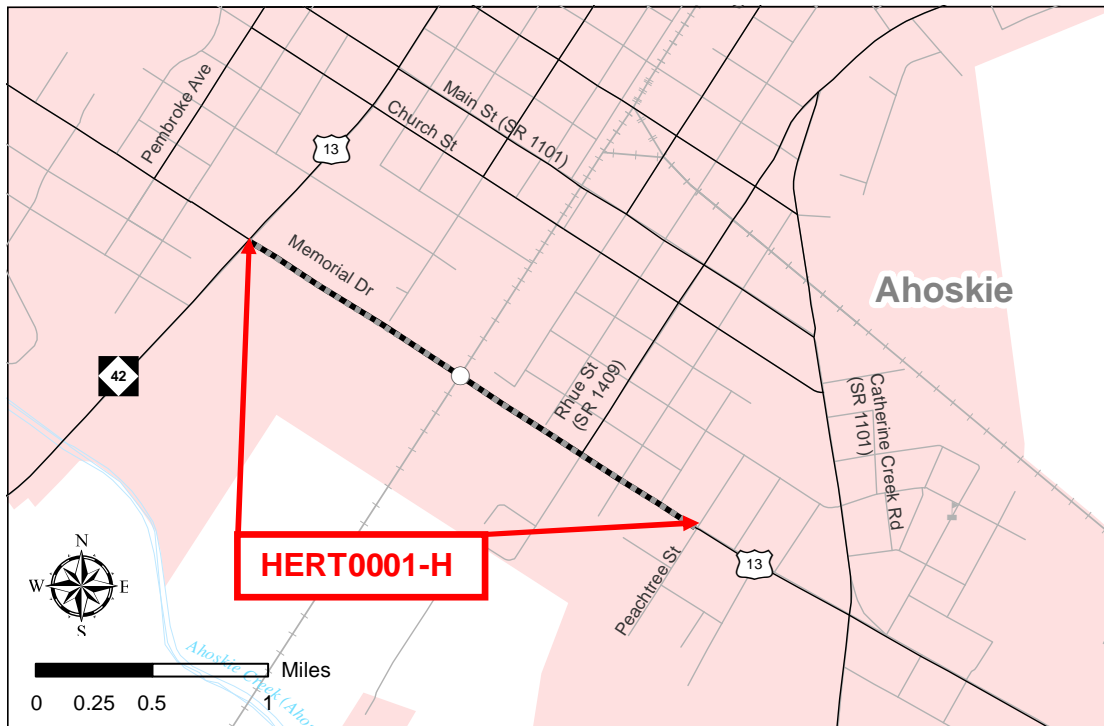
The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

² For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>.

HIGHWAY

**US 13/NC 42/NC 561 (Memorial Drive), Proposed
improvements from Peachtree Street to NC 42**

**Local ID: HERT0001-H
Last updated: 11/14/2013**



Identified Problem

US 13/NC 42/NC 561 (Memorial Drive) in Ahoskie is currently near capacity and is projected to be over capacity by 2040 from Peachtree Street to NC 42. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

US 13 is a major north-south corridor connecting Ahoskie to Virginia and the rural areas in the northern and southern parts of the county. This segment of US 13 is currently a three lane major thoroughfare with a center left turn lane and 12 foot lanes from Peachtree Street to Rhue Street (SR 1409) and a two lane major thoroughfare with 12 foot lanes from Rhue Street (SR 1409) to NC 42. The facility is functionally classified as a major collector and is part of the statewide tier of NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility.

By 2040, this facility is projected to be over capacity from Peachtree Street to NC 42 based on providing a LOS D. Annual Average Daily Traffic (AADT) on this section of US 13 is projected to increase in range from 10,500 to 10,900 vehicles per day (vpd) in

2012 to a range of 13,200 to 13,800 vpd in 2040, compared to a LOS D capacity of 11,100 to 12,700 vpd.

Community Vision and Problem History

US 13 is a major travel corridor and shares the same alignment with NC 42 and NC 561 through downtown Ahoskie. This segment of US 13 serves numerous residences and businesses.

This problem was identified in the 1985 Ahoskie Thoroughfare Plan³.

CTP Project Proposal

Project Description and Overview

The proposed project (HERT0001-H) is to widen the existing facility to a five lane major thoroughfare with a continuous center turn lane from Peachtree Street to NC 42. Sidewalks and bicycle accommodations are recommended along the entire length of the project. The proposed project will connect to the existing five lanes at Peachtree Street.

A crash assessment performed during the CTP identified the US 13/NC 42 intersection as having experienced a high number of crashes between January 1, 2007 and December 31, 2011. The intersection experienced 10 crashes during that period. The proposed improvements may reduce the amount and severity of crashes at this location. Refer to Chapter 1 of the CTP report for more detailed information on this location.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within the target watershed area and may potentially impact wetlands. Additionally, NCDOT's Structures Management Unit has identified bridge number 31 over the North Carolina & Virginia (NCVA) railroad as structurally deficient and functionally obsolete.

Relationships to Land Use Plans

Land use along this segment of US 13/NC 42/NC 561 is mainly residential, with some commercial and light industrial development. There are also frequent driveways along the corridor. The segment of US 13, from the NC 561 to NC 42, links two major activity centers within Ahoskie: a commercial district is located near the US 13/NC 561 split and Roanoke-Chowan Hospital is located at US 13/NC 42 split.

The 2011 Hertford County CAMA Land Use Plan⁴ categorizes this section of the US 13 corridor as a developed area. Areas within the developed category generally have access to full community services, fall within municipal limits or extraterritorial jurisdictions,

³ To view this plan, go to: <https://archive.org/details/thoroughfareplan1985nort>.

⁴ To view this plan, select CAMA Land Use Plan Update at: http://www.hertfordcountync.gov/?page_id=115.

or are along major transportation corridors. As such, this land use can support higher density residential, commercial and industrial uses.

Linkages to Other Plans and Proposed Project History

This project, along with the proposed the US 13 Ahoskie Bypass (R-2205), are recommended to help reduce capacity deficiencies along the US 13/NC 42/NC 561 corridor through Ahoskie. The proposed US 13 Ahoskie Bypass will handle through traffic for the area and help reduce both existing and projected traffic congestion along the corridor. However, improvements are still needed to maintain the integrity of the facility through downtown Ahoskie.

The 1985 Ahoskie Thoroughfare Plan only recommended widening US 13/NC 42/NC 561 to four lanes across the railroad bridge. It also included constructing the US 13 Bypass northeast of Ahoskie.

Multi-modal Considerations

This section of US 13 is along the most highly used regionalized transit route within Peanut Belt Rural Planning Organization (RPO). US 13 is part of a flexible fixed bus route operated by Choanoke Public Transportation Authority. Sidewalks and bicycle accommodations are recommended along the entire length of the proposed project.

Public/ Stakeholder Involvement

No significant issues associated with this project were identified during the public/stakeholder involvement process.

US 13/NC 11, Local ID: HERT0002-H

US 13/NC 11 from Gates County to NC 561 does not meet the future mobility needs in Hertford County and eastern North Carolina. This facility is intended to provide a high level of mobility in eastern North Carolina, and ultimately, connectivity between Wilmington, NC and Norfolk, Virginia.

The 2012-2018 TIP includes projects R-2507 and R-5311 that will upgrade US 13 to a four lane expressway from Gates County to NC 561 in order to improve safety along the corridor. Within Hertford County, TIP project R-2507 includes widening US 13/158 to a four lane divided expressway from US 158 to Gates County, including constructing an interchange at the US 13/US 158/NC 45 intersection. This project was awarded for construction in July 2011 and is currently underway. For more information about project R-2507, contact, please contact the NCDOT Division 1 Engineer's Office at (252) 482-7977 or visit the project website⁵.

TIP project R-5311 includes widening US 13/NC 11/Shortcut Road (SR 1212) to a 4 lane expressway from US 158 to NC 561. R-5311 project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

A crash assessment performed during the development of the CTP identified eight intersections and four roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Sections of US 13/NC 11 experienced a range of 4 to 19 crashes during this time period. Intersections experienced a range of 4 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts and conflicts at intersections. Refer to Chapter 1 of the CTP report for more detailed crash information.

Additionally, NCDOT's Strategic Highway Corridor Vision Plan, adopted by NCDOT on September 2, 2004, designates the US 13/NC 11 corridor as a freeway within the county. In addition to projects R-2507 and R-5311, additional improvements will be needed for the corridor to meet freeway standards. The proposed project (Local ID: HERT00002-H) is to upgrade US 13/ NC 11 to freeway standards from Gates County to NC 561. Interchanges are recommended at NC 461, NC 11, and at the proposed US 13 Bypass (R-2205). Grade separations are recommended at Saluda Hall Road (SR 1408) and NC 561.

Based on a planning level environmental assessment using available GIS data, sections the proposed project are within watershed areas and may potentially impact wetlands. Currently NC Bike Route 2 currently uses the portion of US 13 from US 158 to Gates County. Upon implementing freeway standards along the US 13 corridor, this bicycle route will need to be relocated.

⁵ For more information on TIP project R-2507, go to: <http://www.ncdot.gov/projects/us13us158/>.

US 13 (Ahoskie Bypass), Local ID: R-2205

Portions of US 13 in Ahoskie from NC 561 to High Road (SR 1223) are projected to be near or over capacity by 2040. The 2012 – 2018 TIP includes project R-2205 that is intended to address this problem.

The US 13 Bypass is proposed to be constructed as a four lane expressway on new location west of Ahoskie from NC 11/NC 561 intersection and continuing southeast to NC 42 in Bertie County. Within Hertford County, interchanges are recommended at NC 11, NC 42 and Lee Jernigan Road (SR 1101). Grade separations are recommended at Johnny Mitchell Road (SR 1105), over the railroad, and at Williford Road (SR 1100). The alignment shown on the CTP map is alternative 12 from the NCDOT environmental study. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

US 158, Local ID: R-2583

US 158, from US 13 west of Winton to east of US 158 Business near Murfreesboro does not meet the future mobility needs in Hertford County and eastern North Carolina. This facility is intended to provide a high level of mobility in eastern North Carolina, and ultimately, connectivity between Winston-Salem and Kitty Hawk/Nags Head. The 2012 – 2018 TIP includes project R-2583 that will address this problem.

The proposed project (R-2583) is to widen this section of US 158 to a four lane expressway, which will meet corridor vision set forth in NCDOT's Strategic Highway Corridor Vision Plan. The established purpose for TIP project R-2583 included providing system linkage, supporting economic development and ensuring future safety along the project. This project was awarded for construction in March of 2011 and is currently underway. For more information about project R-2507, contact, please contact the NCDOT Resident Engineer's Office (Refer to Appendix A for contact information).

NC 11/NC 42, Local ID: R-2900

NC 11/NC 42 from NC 561 to Bertie County does not meet the future mobility needs in Hertford County and eastern North Carolina. This facility is intended to provide a high level of mobility in eastern North Carolina, and ultimately, connectivity between Wilmington, NC and Norfolk, Virginia.

A crash assessment performed during the development of the CTP identified three intersections and three roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. Intersections experienced a range of 4 to 19 crashes during this time period. Sections of NC 11/NC 42 experienced a range of 4 to 29 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts and conflicts at intersections. Refer to Chapter 1 of the CTP report for more detailed crash information. Additionally, NCDOT's Strategic Highway Corridor Vision Plan, adopted by NCDOT on September 2, 2004, designates this section of NC 11/NC 42 as a freeway.

The proposed project includes widening NC 11/NC 42 to a four lane freeway with 12 foot lanes from Bertie County to NC 561. The proposed project (R-2900) is not currently funded for planning or construction in the 2012 – 2018 TIP. As development occurs along this corridor, every effort should be made to limit access in order to maintain mobility along the corridor.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the watershed area and may potentially impact wetlands.

Holloman Avenue (SR 1416) Extension and Connector, HERT0009-H:

There are currently no east-west radials that serve northern and eastern Ahoskie. Improvements are needed to improve system linkage and provide connectivity within the area.

Holloman Avenue (SR 1416) is a two lane minor thoroughfare with 12 foot lanes from Catherine Creek Road (SR 1456) to Catherine Street. The proposed project includes the construction of two new minor thoroughfares with 12 foot lanes and paved shoulders on new location from NC 561 to Catherine Creek Road (SR 1456) and from Catherine Street to US 13 (Academy Street). In conjunction with High Road (SR 1223) and Holloman Avenue (SR 1416), these improvements will provide an alternate east-west travel corridor north of Ahoskie from Newsome Grove Road (SR 1419) to US 13 and NC 561.

Based on a planning level environmental assessment using available GIS data, the portion of the proposed project from Catherine Street to US 13 (Academy Street) is within the watershed area and also crosses an active rail line. The portion of the proposed project from Newsome Grove Road (SR 1419) to Catherine Creek Road (SR 1456) may potentially impact wetlands.

Johnny Mitchell Road (SR 1105) Extension, HERT0010-H:

There are currently no continuous east-west radials that serve areas south of Ahoskie. Improvements are needed to improve system linkage and provide connectivity within the area.

Johnny Mitchell Road (SR 1105) is a two lane minor thoroughfare with 11 foot lanes from NC 42 to Lee Jernigan Road (SR 1101). The proposed project is to construct a two lane minor thoroughfare with 11 foot lanes and paved shoulders on new location from Lee Jernigan Road (SR 1101) to US 13. In addition to enhancing system linkage and connectivity within the area, the proposed improvements will provide an alternate travel corridor for US 13 south of Ahoskie for those wishing to access the downtown area.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the watershed area and may potentially impact wetlands.

Minor Extensions, Re-alignments and Connectors

The following improvements are needed to improve connectivity and mobility throughout Ahoskie and Murfreesboro. All project recommendations are less than 0.5 miles in length and are recommended to be constructed on new location as two lane minor thoroughfares with paved shoulders.

- **Early Station Road (SR 1106) Extension, HERT0007-H:** 10 foot lanes from the existing Early Station Road (SR 1106) to Bonner Bridge Road (SR 1108)
- **Hillside Street Extension, HERT0009-H:** 12 foot lanes from 4th to Street to US 258 in Murfreesboro
- **MC Glohon Street Extension, HERT0011-H:** 12 foot lanes from Rodgers Street to Mitchell Street in Ahoskie
- **Mitchell Street Extension, HERT0012-H:** 12 foot lanes from the existing Mitchell Street to the proposed Holloman Avenue (SR 1416) Connector in Ahoskie
- **Ruth Avenue Extension, HERT0015-H:** 12 foot lanes from Troy Street to High Road (SR 1223) in Ahoskie

Minor Widening Improvements

The following routes are recommended to be upgraded to varying lane widths, as indicated below, with paved shoulders to improve mobility, safety and/or to accommodate bicycles.

- **NC 45, HERT0003-H:** widen to 12 foot lanes from Cullen Road (SR 1439) to Ahoskie Cofield Road (SR 1403)
- **NC 461, HERT0004-H:** widen to 12 foot lanes from NC 561 to US 13 and from NC 45 to River Road (SR 1400)
- **NC 561, HERT0005-H:** widen to 12 foot lanes from NC 11 to US 13 (North) and from US 13 (South) to Dt Road (SR 1419)
- **Benthall Bridge Road (SR 1160), HERT0006-H:** widen to 10 foot lanes from Northampton County to Vinson Mill Road (SR 1164)
- **Early Station Road (SR 1106), HERT0007-H:** widen to 10 foot lanes from Bertie County to dead end north of NC 42
- **Modlin Road (SR 1130), HERT0013-H:** widen to 10 foot lanes from NC 11 to Union Road (SR 1108)
- **River Road (SR 1400), HERT0014-H:** widen to 10 foot lanes from NC 461 to NC 45
- **Union Road (SR 1180), HERT0016-H:** widen to 11 foot lanes from NC 561 to NC 461
- **Vaughan Creek Street (SR 1302), HERT0017-H:** widen to 10 foot lanes from Vaughan Mill Road (SR 1301) to US 158 Business

- **Vaughan Mill Road (SR 1301), HERT0018-H:** widen to 10 foot lanes from Vaughan Creek Street (SR 1302) to Northampton County
- **Willoughby Road (SR 1413), HERT0019-H:** widen to 10 foot lanes from Hall Siding Road (SR 1409) to Ahoskie Cofield Road (SR 1403)

PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. Currently, there are no existing or proposed fixed route bus services in Hertford County. There is one active rail line within Hertford County. However, there are no rail improvements proposed in this CTP. Existing facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1.

BICYCLE

The 2010 Town of Ahoskie Comprehensive Bicycle Plan was used to identify bicycle facilities, including multi-use paths, within the Ahoskie area. These facilities were incorporated into the CTP and are shown on the Bicycle Map, Sheet 4 of Figure 1. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 5 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

PEDESTRIAN

The 2010 Town of Ahoskie Comprehensive Bicycle Plan was used to identify multi-use paths within the Ahoskie. These facilities were incorporated into the CTP. Additionally, during the development of the CTP, the following facilities were identified for pedestrian improvements. All facilities are located within Ahoskie, unless otherwise noted.

Sidewalks - Recommended (Sidewalks needed on both sides of a facility)

- **US 13, HERT0001- P:** from the southeastern Ahoskie municipal limits to Peachtree Street, from NC 42 to south of Church Street and from Richard Street to north of High Road (SR 1223)
- **US 13 (Memorial Drive), HERT0001- H:** from Peachtree Street to NC 42
- **US 158 Business, HERT0002-P:** from west of Lawrence Street to the western Murfreesboro municipal limits
- **NC 42, HERT0003-P:** from Ahoskie Creek to Camlin Street

- **NC 561, HERT0005-H:** from High Road (SR 1223) to Forest Drive
- **Ahoskie Cofield Road (SR 1409), HERT0005-P:** from Holloman Avenue (SR 1416) to Vip Road
- **Baker Street, HERT0006-P:** from US 13 to Mitchell Street
- **Catherine Creek Road (SR 1101/SR 1456), HERT0007-P:** from US 13 to Rhue Street (SR 1409)
- **Catherine Street, HERT0008-P:** from existing sidewalk north of Main Street (SR 1101) to 1st Street
- **High Street (SR 1160), HERT0010-P:** from Moore Street to College Street and from Liberty Street to Spring Avenue (Murfreesboro)
- **High Road (SR 1223), HERT0011-P:** from Health Center Drive to US 13 (Academy Street)
- **Kiwanis Street, HERT0012-P:** from US 13 to Liberty Alley
- **Main Street (SR 1101), HERT00113-P:** from Pembroke Avenue to dead end west of Talmage Avenue
- **Pembroke Avenue, HERT0014-P:** from North Street to NC 561
- **Rhue Street (SR 1409), HERT0015-P:** from US 13 to Church Street and from Main Street (SR 1101) to Catherine Creek Road (SR 1456)
- **Spring Avenue, HERT0016-P:** from High Street to Hellen Circle (Murfreesboro)
- **Sunset Street, HERT0017-P:** NC 45 to dead end (Harrellsville)
- **Sycamore Street, HERT0018-P:** from existing sidewalk to Broad Street (Murfreesboro)
- **Troy Street, HERT0019-P:** from US 13 to Pembroke Avenue
- **Union Street (SR 1179) , HERT0020-P:** from Cotton Street to High Street (Murfreesboro)
- **Wynn Street, HERT0021-P:** from US 158 Business to High Street (Murfreesboro)

Sidewalks- Needs Improvement (Sidewalks needed on one side of a facility)

- **US 13, HERT0001- P:** from south of Church Street to Richard Street
- **US 158 Business, HERT0002-P:** from Winder Street to Spring Avenue (SR 1160) (Murfreesboro)
- **NC 42, HERT0003-P:** from Camlin Street to US 13
- **NC 45 (Main Street), HERT0004-P:** from Weaver Street to Jordan Street (Winton)
- **NC 561, HERT0005-H:** from Pembroke Avenue to High Road (SR 1223)
- **Catherine Creek Road (SR 1409), HERT0007-P:** from Rhue Street (SR 1409) to Holloman Avenue (SR 1416)
- **Cross Street, HERT0009-P:** from Main Street to Taylor Street (Winton)

- **High Street (SR 1160), HERT0010-P:** from Wynn Street to Liberty Street (Murfreesboro)
- **Main Street, HERT0004-P:** from W Cross Street to Taylor Street (Winton)
- **Spring Avenue (SR 1160), HERT0015-P:** US 158 Business to High Street (Murfreesboro)
- **Tyron Street, HERT0019-P:** from Main Street to dead end (Winton)

Multi-use Paths

- **Old Ferry Road (SR 1433), HERT0001-M:** from NC 45 to Chowan River (Harrellsville)
- **Taylor Street, HERT0002-M:** from NC 45 to Dead End (Harrellsville)

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